



**GREATER
CAMBRIDGE
PARTNERSHIP**

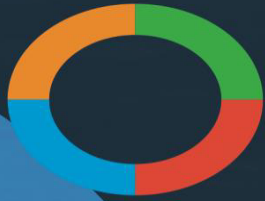
Growing and sharing prosperity

Delivering our City Deal

- 7. City Access Strategy presentation to the Joint Assembly November 2018**

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**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity
— Delivering our City Deal —

Joint Assembly – City Access and Public Transport service improvements

15 November 2018

Key City Deal Commitment

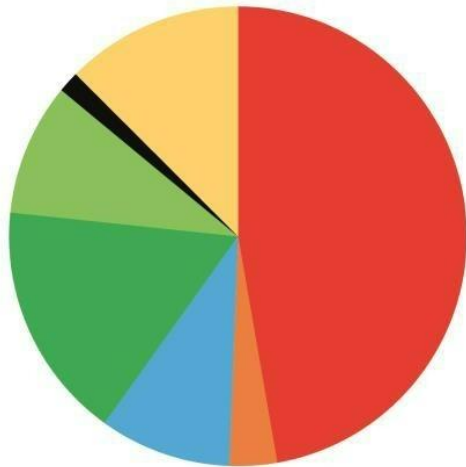
- 10-15% reduction in vehicles from 2011 figure
- Equivalent to a 24% reduction today
- Continued growth increases the challenge
- In addition, since the deal air quality has become a more prominent issue

CPIER Recommendation #7

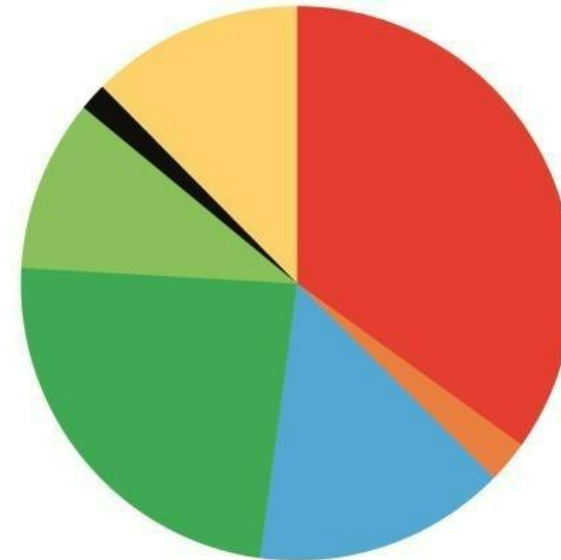
“A package of transport and other infrastructure projects to alleviate the growing pains of Greater Cambridge should be considered the single most important infrastructure priority [...] in the short to medium term”.

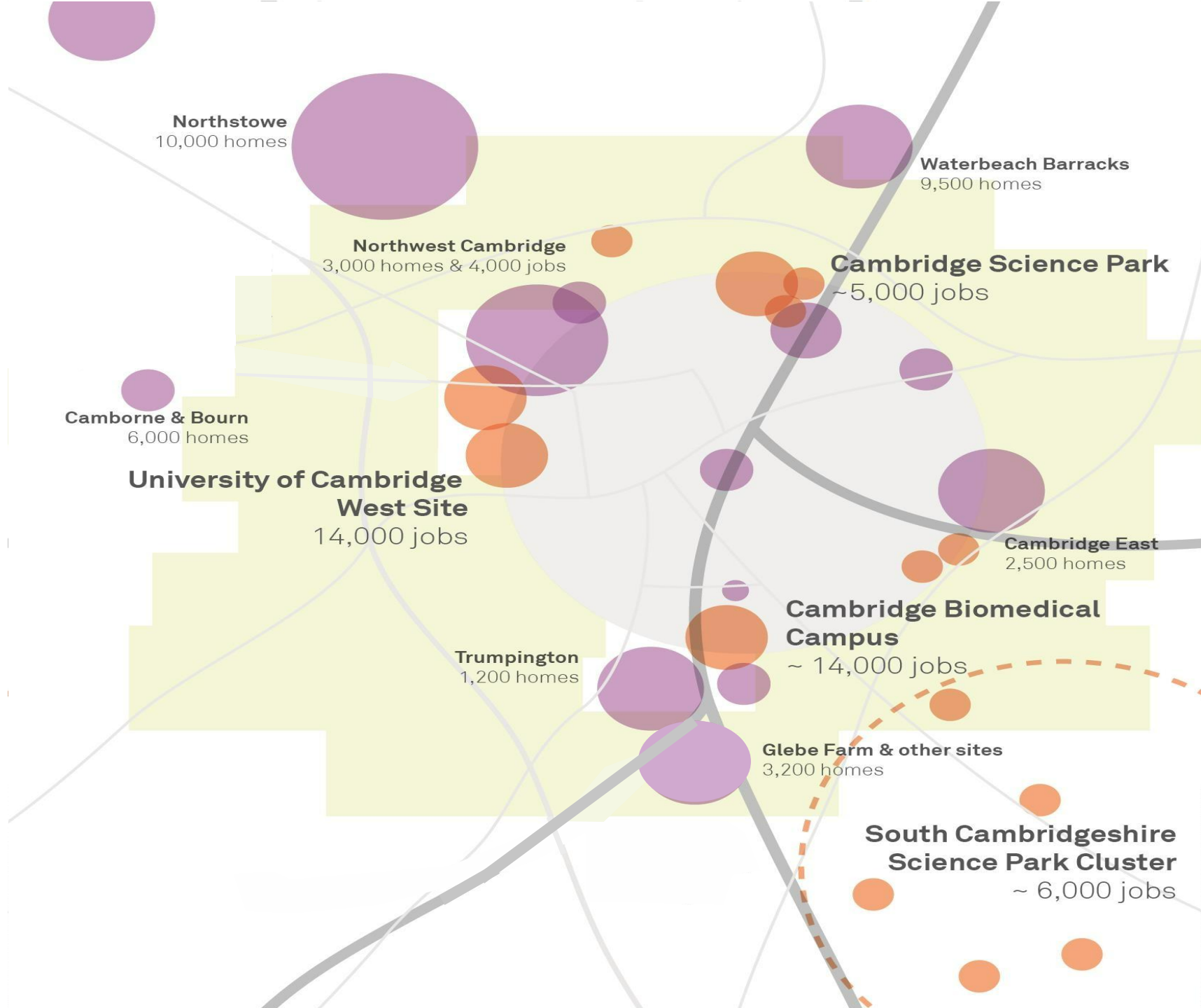
Significant growth of cycling, walking and use of public transport is required

2011
88,000 jobs in Greater Cambridge

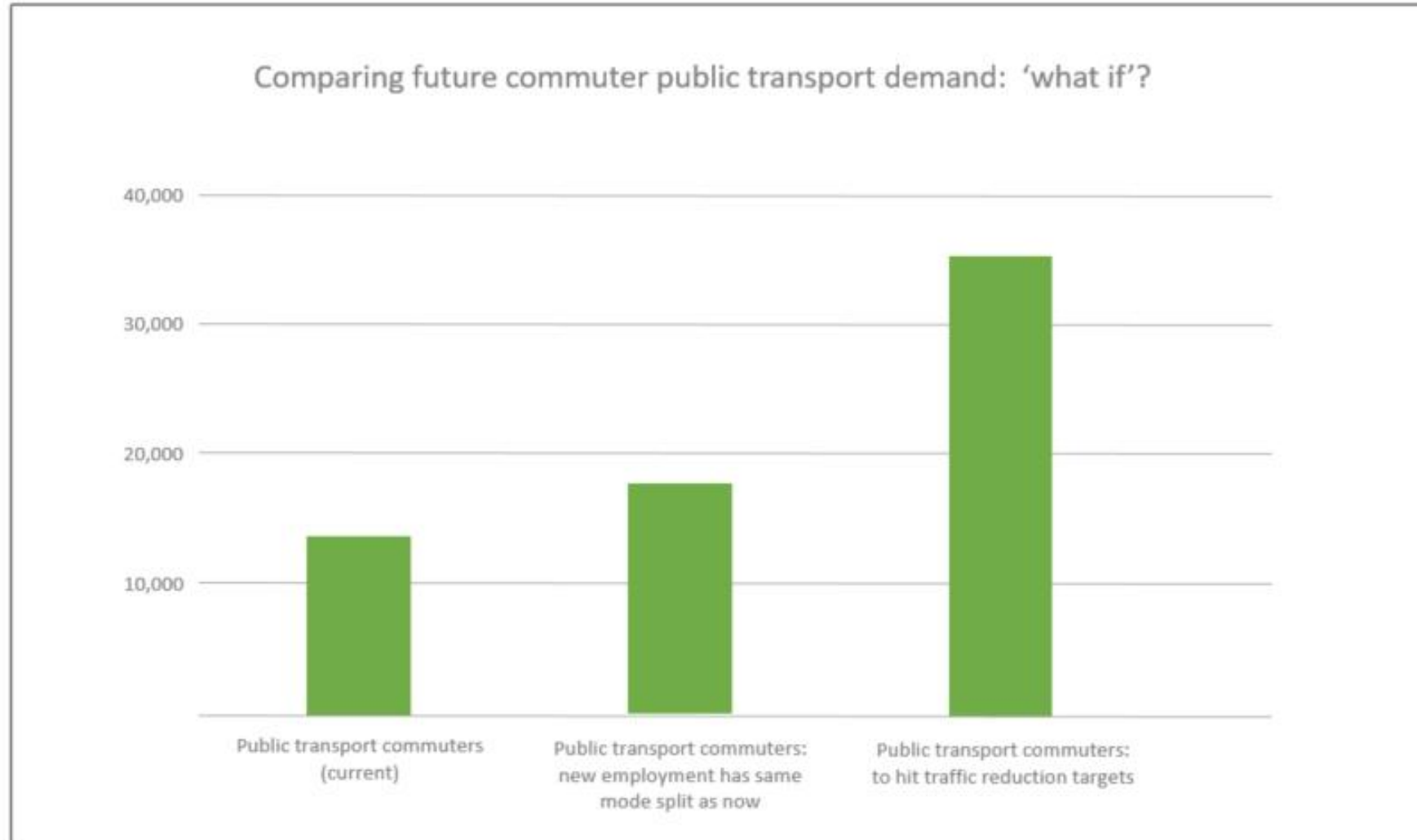


2031
132,000 jobs in Greater Cambridge





44,000 more jobs: implications for public transport

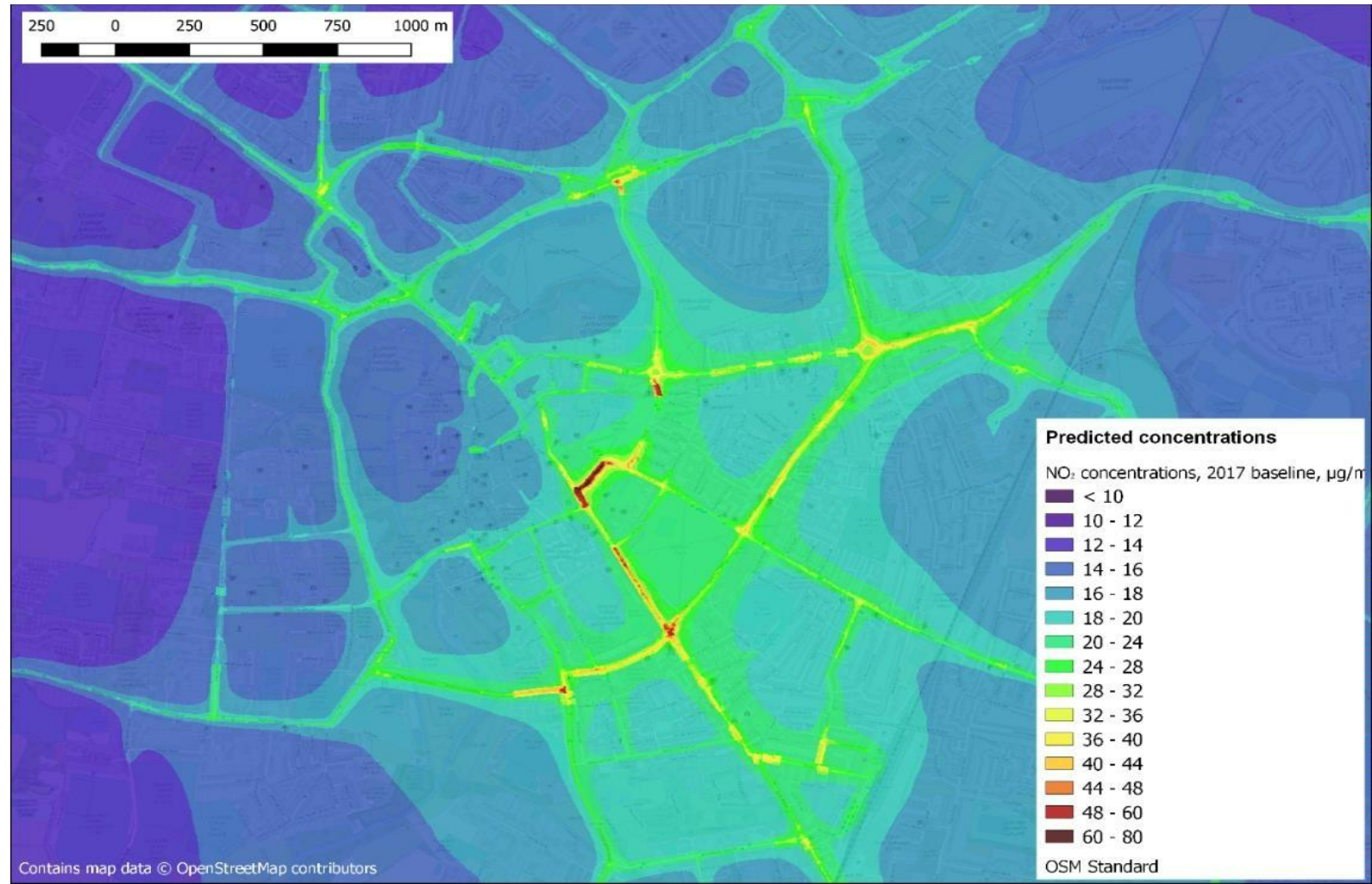
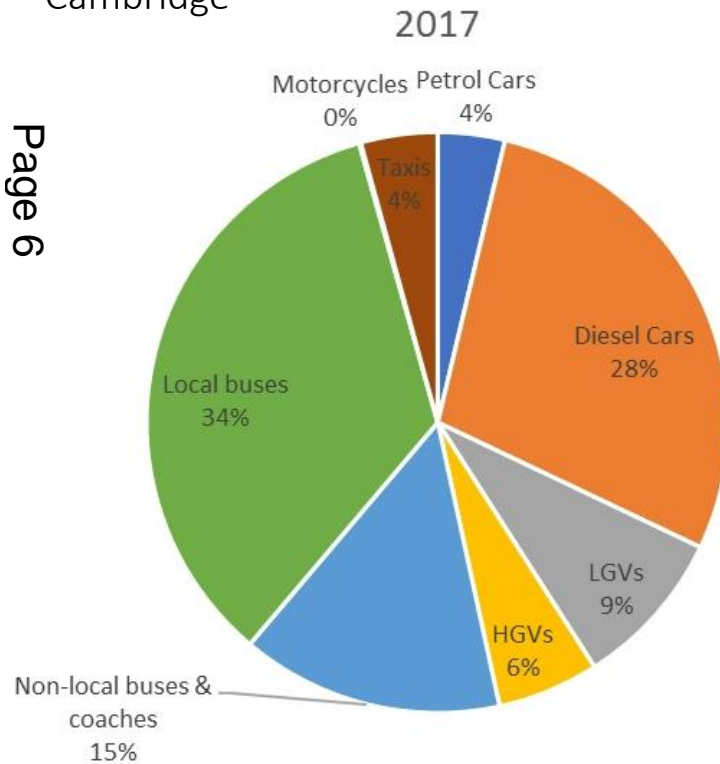


Air quality affects life expectancy

Around 50 deaths in Cambridge per annum attributed to poor air quality**

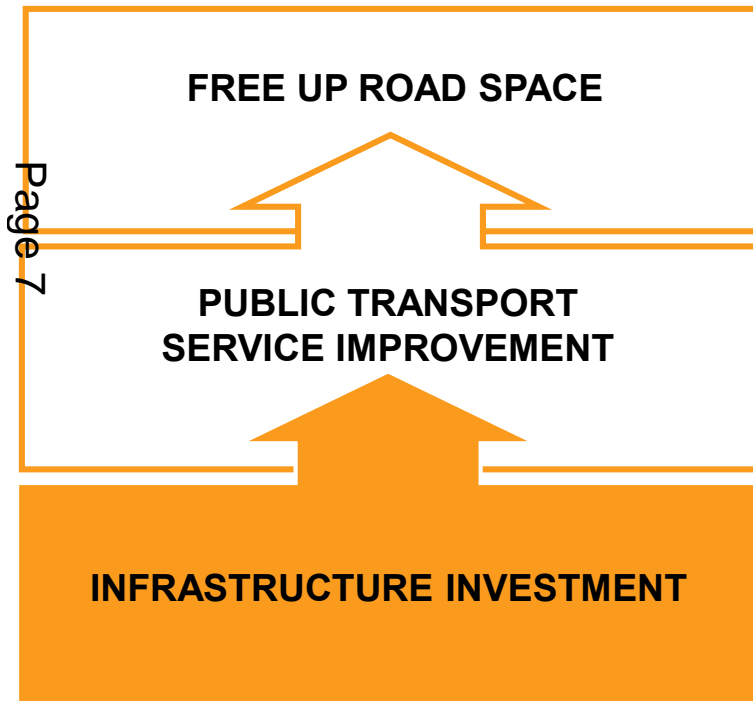
Vehicles contributing to high NO₂ levels in Cambridge

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** this figure is an approximation and further analysis is ongoing

Our strategy to deliver a world class public transport system has three parts:



This will deliver:

Rapid mass transit will connect communities with key employment locations. Services will be frequent, fast and segregated where possible.

26,000+ commuters will have public transport as their most competitive journey option.

50% of commuter routes with more than 500 journeys/day will have public transport as their most competitive journey option

The offer:

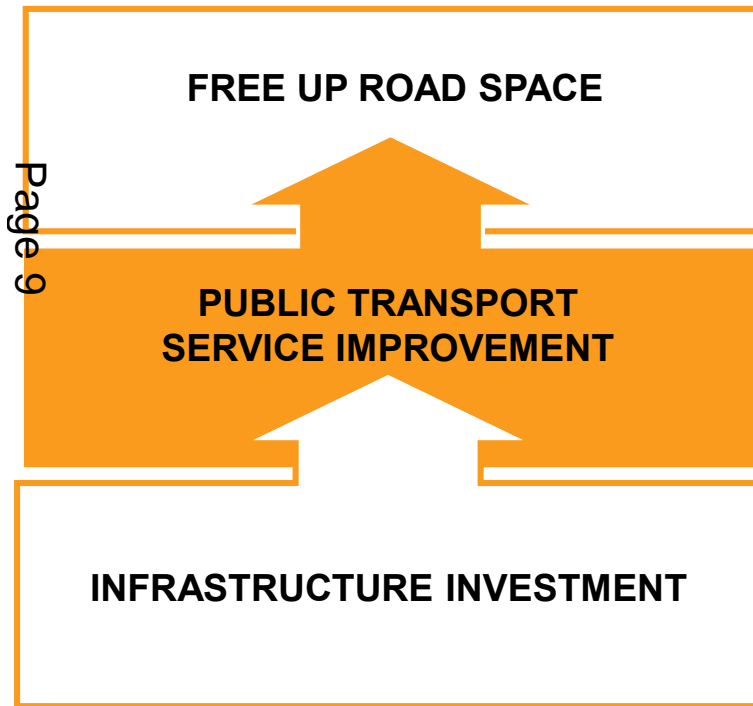
- CAM routes linking job growth locations with housing growth locations
- Milton and Histon Road upgrades to improve cross-city journeys
- Relocated Waterbeach station
- Rural travel hubs
- Walking and cycling improvements

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- Integrate bus, rail, mass transit, walking and cycling (physically, timetable, ticketing, information)



Our strategy to deliver a world class public transport system has three parts:



This could deliver:

Competitiveness analysis suggest we need to double public transport capacity by 2031 to accommodate growth, support modal shift and reduce congestion

38,000+ commuters will have public transport as their most competitive journey option.

73% of commuter routes with more than 500 journeys/day will have public transport as their most competitive journey option

Indicative allocation of £20m – to support targeted service improvements on most important current and future routes

The offer:

- Integrated route planning, information and ticketing.
- Faster trips through the city.
- More frequent services
- Priority through traffic signals and segregated lanes.
- Feeder services for mass transit.

Journeys now and in the future

- **Waterbeach to CBC (7.5-10 miles depending on route)**

Today	Future services (07:30 to 08:30)
Two services (07:30 to 08:30) with 1 change	Four services (two direct + two requiring one change)
Timetabled – > 50 mins travel time (inc 5-10 mins transfer)	< 25 minutes
Actual – 54-73 mins travel time (inc 5-20 mins transfer)	

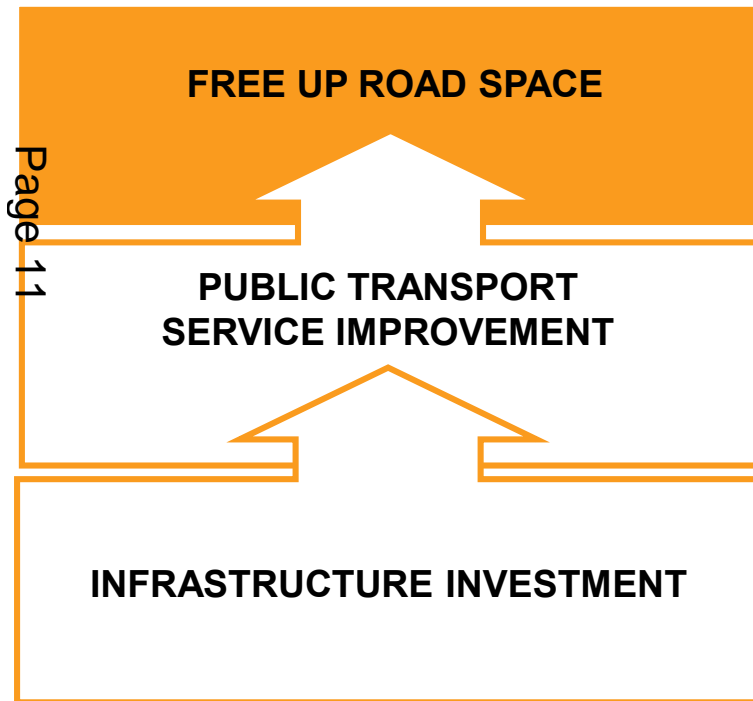
- **Haverhill to West Cambridge Site (23-30 miles depending on route)**

Today	Future services (07:30 to 08:30)
Two services (07:30 to 08:30) requiring 1 change	Six services (two direct + four requiring one change)
Timetabled – 80 mins travel time (inc 10-20 mins transfer)	< 50 minutes
Actual – 94-128 mins travel time (inc 8-29 mins transfer)	

- **Cambourne to the Science Park (around 12 miles)**

Today	Future services (07:30 to 08:30)
Four services (07:30 to 08:30) requiring 1 change	Four services (two direct + two requiring one change)
Timetabled – > 60 mins travel time (inc 10-15 mins transfer)	< 30 minutes
Actual – 80-110 mins travel time (inc 5-20 mins transfer)	

Our strategy to deliver a world class public transport system has three parts:



This could deliver:

- Reallocation of road space to allow bus time improvements to be achieved. Options include:
 - Parking restrictions
 - Physical measures to discourage traffic from key routes
 - Various options for price-based mechanisms (parking charges, workplace parking levy, intelligent charging etc)

- 45,000+ commuters will have public transport as their most competitive journey option.

- 85% of commuter routes with more than 500 journeys/day will have public transport as their most competitive journey option

- Estimated 24% or more reduction of car demand achievable.

- Potential net revenue streams of £40-£60m annually.

The offer:

- Improved air quality in city centre
- Faster, more reliable journey times
- Improved public realm – road space allocated to walking, cycling and other uses

Demand management – options and potential impact

Demand management mechanism	Estimated car traffic reduction	Preliminary estimated annual net revenue
Physical measures - targeted closures	Displacement only	None
Off street parking charges +£5 per use	4%	Potentially ~£16 million
Workplace Parking Levy £1,000 annually	2%	~£13 million
Pollution charging Cars not meeting electric criteria Variable charge rates from £1 to £10.	Meets 24% target by 2025, not sustained	~£40 million not sustained
Intelligent charging Variable charge rates from £1 to £10	Meets/exceeds 24% target by 2025, sustained until 2031	~£40 million
Explore other non-transport revenue sources		Potential revenue

Comparative Analysis of Car and Public Transport

Now

From/To	Cambridge CC	Addenbrooke's / CBC	Cambridge SP	Cambridge Airport	Cambridge West	Cambridge Station
North West Cambridge	-37%	-5%	-4%	-5%	-20%	-15%
Cambourne	24%	61%	91%	66%	42%	47%
Trumpington	0%	-11%	39%	56%	24%	14%
East Cambridge	-25%	24%	4%	-57%	30%	4%
Waterbeach	84%	151%	98%	161%	157%	80%
Northstowe	2%	12%	16%	19%	8%	14%

1. With GCP public transport routes

From/To	Cambridge CC	Addenbrooke's / CBC	Cambridge SP	Cambridge Airport	Cambridge West	Cambridge Station
North West Cambridge	-37%	-5%	-4%	-5%	-20%	-15%
Cambourne	-18%	13%	26%	18%	-3%	7%
Trumpington	0%	-11%	39%	56%	24%	12%
East Cambridge	-25%	24%	4%	-57%	30%	4%
Waterbeach	26%	38%	35%	88%	48%	7%
Northstowe	-10%	-10%	-8%	-2%	-5%	-5%

2. With GCP public transport routes
+ public transport service improvements

From/To	Cambridge City Centre	Addenbrooke's Hospital / CBC	Cambridge Science Park	Cambridge Airport	Cambridge West	Cambridge Station
North West Cambridge		-20% (-14%)				
Cambourne	-18% (-37%)	-12% (-51%)	-7% (-62%)	-2% (-46%)	-8% (-43%)	0% (-29%)
Trumpington	-1% (-1%)		14% (-25%)	23% (-34%)	3% (-21%)	-2% (-16%)
East Cambridge	-37% (-12%)	9% (-15%)	-5% (-9%)		4% (-27%)	-6% (-10%)
Waterbeach	-1% (-36%)	-4% (-46%)	5% (-48%)	29% (-59%)	4% (-49%)	-5% (-12%)
Northstowe	-10% (-12%)	-18% (-31%)	-2% (-23%)	-2% (-21%)	-5% (-13%)	-5% (-19%)

3. With GCP routes, service
improvements and
demand management charges

From/To	Cambridge CC	Addenbrooke's Hospital / CBC	Cambridge Science Park	Cambridge Airport	Cambridge West	Cambridge Station
North West Cambridge	-54% (-17%)	-38% (-33%)	-28% (-25%)	-28% (-23%)	-43% (-23%)	-36% (-21%)
Cambourne	-35% (-53%)	-29% (-69%)	-28% (-83%)	-22% (-66%)	-30% (-65%)	-21% (-49%)
Trumpington	-27% (-27%)	-36% (-25%)	-13% (-52%)	-7% (-63%)	-24% (-48%)	-28% (-42%)
East Cambridge	-45% (-20%)	-20% (-44%)	-31% (-35%)	-70% (-13%)	-21% (-52%)	-31% (-35%)
Waterbeach	-23% (-53%)	-25% (-67%)	-23% (-76%)	-4% (-92%)	-19% (-73%)	-25% (-32%)
Northstowe	-30% (-32%)	-34% (-46%)	-29% (-45%)	-23% (-42%)	-26% (-34%)	-25% (-39%)

Demand management options – wider impact:

- Evidence points to charging to best meet public transport and congestion objectives, but range of views on this – recommendation to seek public's views on all options
- Parking charges, including a Workplace Parking Levy, could offer a way of raising revenue but do not free up road space (to ease movement and enable doubling of bus capacity) in the same way as charging.
- Revenue raised would be ringfenced for public transport first (c.£20m). Further revenue could be spent on wider transport objectives, for example improving the quality and frequency of services; improving maintenance of footpaths and cycleways; subsidising fares
- Potential to create a legacy from the City Deal – ensuring long-term investment pot beyond growth deals
- Need to consider phasing, to ensure viable alternatives to the car are in place
- There are detailed equity considerations for any demand management scheme. Overall we will make public transport more attractive, improving the offer for those reliant on public transport who have seen services reduce.

Next steps:

- Decision (6 December) whether to engage residents across travel to work area in choices and options before any final scheme is designed and decisions taken

The Board will be asked to;

- Note the work to date on the City Access programme;
- Agree to undertake a second big conversation exercise to obtain public feedback on the options for enhanced public transport and demand management contained within the report; and
- Continue to work on developing a final package of City Access proposals and public transport improvements, incorporating public feedback, for the Executive Board's consideration in 2019.

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